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LONDON OFFICE: 131, FLEET STREET, E.C.**The Daily Press.**

HONGKONG, SEPTEMBER 25TH, 1906.

The London Daily Telegraph, following the lead of the German Post, is evidently satisfied that China's new army will prove a serious handful for the first Power that engages it in battle. The article, reproduced elsewhere, bears indications of being well informed, and is noteworthy because its estimate is so different to that generally adopted by observers on the spot. It will be remembered that the last manoeuvres gave rise to a chorus of admiration, in the midst of which our Tientsin correspondent's less enthusiastic comments were practically drowned. The approaching autumn manoeuvres are already drawing particular attention to the question, with which "W. F." in the *Pall Mall Gazette* dealt last month somewhat bewilderingly. Those who studied his figures and deductions as reproduced the other day in our columns will remember that "W. F.", who formerly disbelieved in China's power to raise an effective national army, had changed his mind. He said:

"The items of rifles and ammunition would mean that a minimum expenditure of, say, £3,500,000 would have to be met during and at the completion of their manufacture. There were no such sums available, of course; hence the writer has hitherto maintained that, so far from China's new army being on the road to realising the 'Yellow Peril' romance, about nine divisions, say 90,000 efficient, was its limit; and even to raise these she has had to debase her coinage. There is little doubt as to her possessing the material both in quality and quantity, even if—as is probable—less than 2 per cent of her enormous population can be relied upon to look the foreigner in the eye; still, that would mean a total of seven millions of men in the prime of life (which the writer has found to be between the ages of twenty-two and thirty-six, for military purposes), and this would easily allow of three years' banner"

Official returns issued yesterday show that the Colony continues free from infectious disease.

The schedule of the Hongkong Horticultural Society has been issued, announcing that the exhibition is to be held in the latter part of February, 1907. The secretary, Mr. F. Howell invites suggestions.

At the offices of the Public Works Department yesterday afternoon, Garden Lot No. 29, situated near Inland Lot No. 1711, Bowen Road, was let, by public auction sale. The lot contains 10,700 square feet and carries an annual Crown rent of \$24. The upset price was \$355. It was bought by Mr. Young Sai-ngam for \$355.

The directors of the Fatshan-Samshui Railway are considering means to repair that line, but the cost will amount to \$1,000,000 and they are discouraged. They will try to repair it in small sections and finish the whole work that way. The result of such tactics can be easily foreseen and would result in serious damage, says the *Canton Daily News*. The Yantian Han Railway Co. is trying to purchase the railway and has asked Viceroy Shum to delegate a person who will appraise it.

and nine years' reserve service. Of course, in furnishing information regarding such a usually rather "over the mercantile head matter," the ordinary native, however well informed, is rather at a loss; but even if he errs in detail the writer is convinced that he has got hold of the main lines of the new military machine which in nine years' time could give China 1,350,000 splendid troops!"

This sort of opinion seems to be growing more and more prevalent; and it is only reasonable that we should reconsider the position with a view to noting if there be any newer information that should modify our previous scepticism. Even though we are promised another decade before the Chinese army ceases to be a negligible quantity, we cannot afford to ignore it if a real change is likely to have taken place. Reviewing the various references of the kind to which we have referred, it is not easy to see what has happened in the meantime to inspire them. The yellow peril has not become appreciably yellower. There are two Viceroyal Armies, and an imposing lot of native volunteers at Shanghai, but we are still a long way from beholding a national army. The unity necessary is as much lacking as ever it was. The boycott last year was to have proved the existence of this national spirit. The evidence cannot be said to have been overwhelmingly convincing. And it needs even better organization to make an army. There is no evidence that the Chinese hereditary contempt for soldiers and soldiering has given way to the fighting instinct; and we leave it to Viceroy Yuan to say if he has succeeded altogether in rooting out the ideas and the policy which militate against his ambition to produce a force that is brave, honest, and full of esprit de corps. If Dr. Morrison is to be trusted, His Excellency must acknowledge that even his success, based on much care and labour, has been only partial. Deserters and "squeezers" are still heard of, in numbers too great to be overlooked. It is further alleged that last year's manœuvres in the north, which evoked such an outburst of praise, were on a par with the infants' drill at a Kindergarten prize-giving entertainment, the result of many rehearsals. Real precision and discipline as understood by the European soldier were undreamt of. Doubtless the armament has improved, and the forthcoming manœuvres will afford an opportunity for the naturally curious foreigner to satisfy himself as to what has been going on. We hope that it will not be said again, as was said of the accounts of last year's manœuvres, "that much of this exaggerated eulogy was due to the exceptionally hospitable treatment which one and all received from the hands of His Excellency Yuan." There was what the late Poet Laureate calls "a vinous mist" between the onlookers and the most delicate of the manœuvres, and it is difficult to see clearly through such a medium. It was allowed on all sides that great strategy was shown on the occasion, and that it had its full effect on the correspondents was evident from their reports. It is, moreover, conceded that there is, in the breezy autumn atmosphere of the northern provinces, an exhilaration which can only be likened to the effect of dry champagne." With, however, the best of reasons for reporting a really notable Chinese military progress, we should still have to remember that Russia had a paper army of illimitable force, unconquerable; we should have to reflect on its recent failure to justify its reputation; and we would be unable to forget that the same causes and reasons exist also in China and apply equally to any army that we can at present imagine China as likely to produce.

The Lord Chief Justice of England has dismissed an action by the Salt Union, Limited, against Messrs. Brunner Mond, Ltd., claiming damages estimated at more than £38,000, and an injunction restraining defendants from further abstracting brine to the injury of the plaintiffs. The plaintiffs and defendants are owners of the adjoining salt-producing areas in Cheshire, and plaintiffs' case was that defendants had inflicted serious injury on them by pumping brine, which came from their property, in such a way as to cause injury to their land and buildings by subsidence. His lordship held that plaintiffs had failed to prove any actionable wrong, and dismissed the case with costs.

Messrs. E. Meyer & Co., a German firm at Chemulpo, have inaugurated a regular line between Shanghai, Chefoo and Tairen (Dairen). Another line between Shanghai, Chefoo, Chemulpo, Nagasaki, Fusan, Wonsan and Vladivostock. Three German steamers are employed on these lines. One of them entered Tairen on the morning of the 9th and left for Chefoo at 4 p.m. She is the first foreign steamer entering Tairen since the port was opened to international trade. The two other steamers will call at Tairen fortnightly. At present it is hopeless to expect either cargo or passengers between Tairen and Vladivostock, but as Tairen is a free port the future trade between Tairen and Shanghai is of importance for those German steamers.

By a special Bill in Congress, plans have been sanctioned for an entrance to New York Harbour with all the features of what may be termed an ocean boulevard. The cost will be £700,000, and the boulevard will be 2,000 feet wide, forty feet deep, and 8 miles long. At the sea entrance to the channel moderate light vessels will be placed, and directly in line with it a beacon light on Staten Island, Midway in the channel two range lights will be placed, so that the navigator can never lose his range, no matter what the weather may be. In addition to the principal lights, small buoys will be fixed all along the channel, making the route as light as day. Those on the Brooklyn and Coney Island side will be red, and those on Staten Island side white.

The Boston S.S. *Coy*'s steamer *Lyra* ran into the tail of the same typhoon that struck Hongkong, according to Capt. Williams. That was on the 17th, in the Formosa straits. He reached Manila safely.

One of the Japanese sealers from the Albatross has reached Japan. The crew state that when their mates were fired on by the Americans they had merely gone ashore to get water. This story is not believed, even in Japan.

The *China Times* says that the late Mr. Louis Spitzer was "a tool rather than an advisor" of Li Hung-chang. He was not locally regarded as an authority on things Chinese, but was considered a clever businessman and a "good fellow."

Dr. F. E. Hinckley, the new clerk of the United States Court at Shanghai, obtained his degree of Doctor of Philosophy at Columbia University. He has written a work on American Consular Jurisdiction in the Orient, having made a special study of the matter for several years. His large knowledge of this subject gave him the opportunity to be selected as clerk of the new court at Shanghai, of which Judge Wilfley, formerly of Manila, is judge.

An American technical magazine has recently been full of denunciations of the proposal to adopt the metric system, not because the metric system is not good in itself, but because of the dislocation it would involve. It remains to be seen whether the Americans will be more pliable in the matter of spelling "reform" than they have been in the alteration of weights and measures; or whether they will regard the President's pronouncements as one of those little foibles from which not even the greatest are exempt.

For several months before the close of the fiscal year 1905/06, the prediction was made in the United States of America that the foreign trade of the nation would be found to be very close to the three billion dollar mark if it did not exceed that sum. The figures are now published, and they foot up the tremendous total of \$2,970,378,991. In other words, they come within \$30,000,000 of the amount predicted. Of this immense total the value of American exports, including merchandise and staples of the soil, was \$1,743,763,612.

The Viceroy Yuan Shih-kai evidently thinks that the foreign Consuls in some of the Treaty Ports have taken unto themselves greater power than that which is generally assigned to Consuls in other countries. They decide questions which require higher than Consular authorities to pronounce judgment on. To remedy this evil, which interferes greatly with the exercising of power and dispensation of justice by the Chinese Government, the Viceroy of Chili has instructed four mandarins, all graduated law students from Japan, to examine into the proper scope of the Consular authority with a view to curbing their excessive power.

Every summer a self-sacrificing Paris doctor puts on a top hat on one of the hottest days and goes out to test the temperatures inside it. This time he announces the following figures. In the Bois de Boulogne, on a morning when the thermometer in the ordinary shade stood at 77 Fahrenheit, the temperature registered in the shade of the top hat was 84.6. At two p.m., on the Place de la Concorde, it was 107.6 inside the hat. From four to five, in the comparative cool of the tribunes of the Law Courts, the wretched doctor's head was still 96.8. Finally, after dark, in the Luxembourg Gardens, the top-hat temperature had not gone below 87.8. What would it be in Hongkong?

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HONGKONG FOOTBALL CLUB.

The twentieth annual meeting of the Hongkong Football Club was held at the Hongkong Hotel last evening. Mr. Frank Brown (president) was in the chair, and there were also present Messrs. H. F. Chard (Rugby Captain), H. C. Gray (association captain), P. W. Goldring, A. O. Lang (members of committee), R. H. Crofton (hon. sec., E. F. Acock), H. G. C. Bailey, H. J. O. Barnett, F. O. Davies, A. M. Forrest, H. L. Garrett, T. C. Gray, F. C. Hall, W. H. Williams, C. B. Hayward, R. Henderson, C. C. Hickling, E. Humphreys, J. P. F. Jack, F. C. Kendall, H. M. Kendall, A. B. Livesey, R. Miller, A. Morley, C. M. Preshaw and S. M. Thorne.

The PRESIDENT—Gentlemen, the report has been before you, and it is useless for me to say very much, because you very well know the season has been a very good one. No less than 44 matches were played. That is a very large number, and I think it is, at any rate, as many as we have played in any previous season. One very good feature about the matches was that they were commenced very promptly, and I don't think in any season have I seen such cooperation on the part of players with their captains. This cooperation has greatly assisted the latter in their work, and enabled them to provide matches for players. It has always been the policy of the Club to provide as many matches for as many players as possible. In the Shield competition the Club got further than it has done for many years. The final match was played in unfavourable weather conditions but nevertheless after an intensely exciting game they were beaten by only two goals to nil. I hope next year we shall be more successful. A pleasing feature last year was the visit of a team from Canton. I hope this will be an annual fixture, and that matches will take place either here or at Canton. The committee congratulated themselves on having a balance of £5000.14 that would be available to a large extent to commence the season with, but on account of the typhoon the stand is completely wrecked and the dressing room seriously damaged, so we are not going to have such a favourable start as we should have otherwise had. Then you will notice a slight deficit of £65.80 in the account of the Football Challenge Shield Committee. As regards that deficit, when we come to miscellaneous business, any member who may wish to make a recommendation will be able to do so. The season has been a good one, and our thanks are due to our two captains for their efforts (hear, hear). Mr. Chard unfortunately thinks it is time for him to retire (no). I am sure we don't think it so, still he feels he would like to make room for someone else. I am glad to say Mr. Gray will continue. Our thanks are due also to our hon. secretary, Mr. Crofton, and I am sorry to hear that he also would like to make room for somebody else. I am sure we are sorry to lose his services. His is a thankless task—I won't say thankless because we thank all those who assist footballers in any way—but he has had a great deal of work to do. We would thank the treasurer, Mr. Hanchman, members of committees and others for anything they may have done to help football in the past season, not forgetting Mr. Miller who devoted a good deal of time in connection with the shield (hear, hear). I hope the season now commencing will prove as good as the last. The report and accounts are now open for discussion.

As no questions were asked the PRESIDENT proposed the adoption of the report and accounts.

Mr. CHARD seconded and the motion was carried.

Mr. CROFTON proposed the re-election of Mr. Frank Brown as president of the Club. He was an excellent president and displayed tremendous energy for a man of his years.

Mr. BAILEY seconded, and the motion was carried with acclamation.

Mr. CHARD moved the appointment of Mr. T. E. Pearce as captain of the rugby team.

Mr. KENDALL seconded and the motion was carried.

Mr. H. C. Gray was re-appointed to the captaincy of the association team on the motion of the PRESIDENT seconded by Mr. GARRETT.

Proposed by Mr. GARRETT, seconded by Mr. MILLER and carried unanimously that Mr. A. F. Forrest be elected treasurer.

Mr. T. C. Gray was elected secretary *new*, on the motion of Mr. CROFTON seconded by Mr. MACPHERSON.

The ballot for committee resulted in the following members being appointed:—Messrs. A. O. Lang, R. Miller, G. E. Morell, H. F. Chard, Kendall and P. W. Goldring.

Members decided that the attention of the Shield Committee should be drawn to the fact that there was a balance due to the treasurer of the Club of £65.80.

Discussion followed regarding the loss of gate money, and as to the advisability of abolishing medals and persuading men to play for the olive branch. Eventually it was decided to leave these matters in the hands of the committee.

This was all the business, and a vote of thanks to the Chairman concluded the meeting.

THE "MANCHURIA" REFLOATED.

The Manila *Cabildero* prints the following message:—

Honolulu, September 7.—Manager Ward Pillbury of the *Manchuria* was fatally injured while engaged on the work of floating the vessel. The *Manchuria* was successfully taken off the reef and has sustained but comparatively little damage.

ST. ANDREW'S SOCIETY.

REVIEWS.

OUR REAL SHIPPING RIVALS.

Love Among the Chickens, by P.G. WODEHOUSE. London: George Bell & Sons.

This is refreshingly new, a tale written in the spirit of Mr. Jerome's "Three men in a Boat," of a modern author who spends a summer holiday with a Micawberish friend who is running a poultry farm. The author falls in love with a pretty neighbour, and his wooing of her late parent quite eclipses in interest the legitimate wooing. He asks for the paternal consent while they are swimming in the sea, and gets it on the golf links, just as he lets the old gentleman beat him at the last hole in the club final. To tell any more would be unfair; it is a capital book with which to brighten a dull afternoon.

True Tales of Mountain Adventure, by Mrs. AUBREY LE BOND. London: T. Fisher Unwin.

This work was first published in 1902 and was successful that a third edition was called for within three months. The author, an experienced mountaineer herself modestly calls it "for non-climbers old and young," but prefuses them by four chapters of a practical nature, and the tales being themselves narratives of facts embody much of advice and warning to climbers, even to those with some experience. Most of the tales are thrilling and all are interesting, and the book is illustrated by over sixty photographs. To those who are jaded by a long residence in the East there is no better place to spend a holiday in Europe than amongst the Alps. As the author says: "It takes him amongst the grandest scenery in the world, it shows him the forces of nature let loose in the blinding snow storm or the roaring avalanche. It lifts him above all the petty friction of daily life, and takes him where the atmosphere is always pure, and the outlook calm and wide. It brings him health, and leaves him delightful recollections." We recommend those contemplating a change from dollar making to follow the author's advice and we recommend them to buy her book as a preliminary.

The Travels of Mungo Park. London: GEORGE NEWNES Limited.

This is another of Newnes Ltd.'s thin paper classics. Of a nice size, printed in clear type, on thin paper, it is a pretty and an interesting production. It is bound in limp lambkin and the price is 3d. A look at the book is almost sufficient to revive one's interest in the travels of this early African explorer.

Natural and Apologetic Theology (in Chinese) by the Rev. HAMPDEN C. DU BOSE. Shanghai: Chinese Tract Society.

The Rev. Mr. du Bose has a fine record of translating work done for the spread of the Faith that is his. He has also written extensively, and this manual for preachers to the Chinese is a product of his pen, in which he gives in easy *Wen-li* his own synthesis of the fundamental evidences of Christianity. The introduction and table of contents show that to reason with Chinese sceptics (who are as able as they are numerous) "all the sciences and logics seem to have been captured and harnessed to the gospel chariot." If it be possible by searching to find out God, this book should be an ideal help.

East Asia Vol. 5, No. 2. Shanghai: North China Herald office.

We have heard that this publication may cease for lack of support; but we hope the necessary support will revive and improve. It is only necessary to glance through the current numbers to see that it is a case of deserving success. No adequate idea of the superb illustrations can be given in words, and the reading matter must be read to be appreciated. The contents include articles on Chinese Gardens of Unnatural History by Isaac Taylor Headland; Foreign Devils and Others, by Wm. Arthur Coryne; more Gems of Chinese Poetry by the "Chinese Hermit"; a second instalment of Ningpo under the Tai-pings, by Archdeacon A. E. Moule; New China, by W. W. Lindsay; and an account of a Visit to Kalgan and a Trip into Mongolia, by the Rev. G. H. Boudiful. All are good, but those we have named happened to appeal most to the reviewer.

Book-Keeping down to date, by A. MUNRO. London: Edinburgh Wilson, 2s. 6d.

Twice we have noticed this book in terms of high praise, and now we are asked to speak of third edition—the third in nine months. Further comment after such evidence as that seems superfluous. We need only point out that the title hardly embraces the book's usefulness. It is a desk reference book that would be valued in every business office.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 24th at 5.30 a.m.—Signal lowered.

On the 24th at 12.05 p.m.—The barometer has risen over S. China and the Philippines.

The typhoon has probably moved up the Gulf of Tongking.

Gradually on sight on the coast between Hongkong and N. China.

Weather improving over the China Sea.

The returns from the Japanese stations are lacking this morning.

Telegraphic communication between the Observatory and Hongkong continues interrupted.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.27 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood * N.E. winds, Force 6.

South coast of China between Same as No. 1.

Hongkong and Lantau Same as No. 1.

South coast of China between Decreasing E.

Hongkong and Hainan gal.

* E. winds, fresh to moderate; showerly.

LATEST STEAMER MOVEMENTS.

The T.K.K. str. *Hongkong Maru* will leave Manila for this port Tuesday noon, and will be due to arrive Hongkong Thursday afternoon, the 27th inst.

The M.M. str. *Tourane*, with the next French mail, left Singapore yesterday at 5 p.m., for this port via Saigon.

The str. *Gregory Aspar*, from Calcutta, left Singapore on the 22nd inst., a.m., and may be expected here or on about the 27th inst.

The C.P.R. str. *Athlone* left Yokohama on Saturday, the 22nd inst., p.m., for Victoria and Vancouver.

THE "MANCHURIA" REFLOATED.

The Manila *Cabildero* prints the following message:—

Honolulu, September 7.—Manager Ward Pillbury of the *Manchuria* was fatally injured while engaged on the work of floating the vessel. The *Manchuria* was successfully taken off the reef and has sustained but comparatively little damage.

OUR REAL SHIPPING RIVALS.

NOT JAPANESE, BUT GERMAN.

Shipowners, or at all events the majority of them, are not making money just now. This seems curious, seeing that the Board of Trade returns are going up by leaps and bounds, and that presumably there is more ocean carriage to be done. But the truth is, says the *Daily Telegraph*, that the enormous amount of new tonnage put into the water of late has exercised an adverse influence. It is estimated that the shipping under the British flag now totals 17,000,000 tons, as compared with 17,000,000 tons a year ago. That of itself represents a substantial increase in carrying capacity. In the meantime the merchant fleets of the rest of the world have grown from 19,000,000 tons to close on 20,000,000. Roughly a million and a half tons more of shipping is now available for the conduct of the world's trade than was the case a year ago. The area of ocean commerce is steadily widening, in the sense that one part of the world lays the other under ever-growing contribution, but it requires a great deal of trade to keep another million and a half tons of vessels employed.

Ought we to stand in awe of the Japanese as shipowners? On the face of it there looks to be some justification for answering the question in the affirmative. Japan now owns a million tons of merchant shipping, or more than a fourth of that possessed by Germany, and nearly as much as that claimed by Italy. Large additions have been made during and since that war, and, according to the latest reports, further shipbuilding is to be engaged in. Added to this, the Nippon Yusen Kaisha, the principal Japanese shipping company, has lately paid a half-year's dividend at the rate of 15 per cent. This looks as if the Japanese really understood shipowning as well as shipbuilding, for in the matter of construction they are practically independent of us to-day. But competent and impartial critics on the spot are by no means assured that the Japanese are going to drive all before them on the ocean. They are in many ways a wonderful people, and in certain directions their ability seems to know no bounds. But they have not mastered the first principle of successful shipmanship enterprise—economical working. It would possibly be incorrect to say that they have been spoilt by subsidies, but as a force in the shipbuilding world they have certainly not been helped by them. In the main, too, they own steamers which are not by any means new. This 15 per cent dividend is not the result of ordinary trading, but a profitable outcome of the war, for the Government made heavy calls on the Nippon Company may run across mail services to the untried parts of the earth, the Japanese are not regarded, as likely to sweep the seas. Our real competitors are the Germans. As yet they have been content to leave our tramp trade, preferring for themselves the more showy part of the business, but they are competitors who will remain, and who will have to be reckoned with everywhere.

THE BOAR'S HEAD BRAND.
GUINNESS' STOUT.

IRELAND'S BEST.

IF YOU REQUIRE STOUT, WHY NOT GET THE FULL VALUE OF YOUR MONEY IN OBTAINING THE BEST, ONLY THE BEST?

THERE ARE NO TWO OPINIONS ABOUT THIS

PER CASE 8 DOZ. Pts. 32d
PER DOZEN 100 SPLITS 17d
PER DOZEN 22d

SOLE AGENTS:

H. PRICE & CO.

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

CHINA'S NEW ARMY.

A COMPLETE REORGANISATION.

SUFFERED FOR
THREE YEARS

With Rashes—Little Girl would
Scratch until They Bleed—Unable
to Rest—Spent Lots of Money on
Doctors Without even Relief.

CURED BY THE
CUTICURA REMEDIES

"My little girl had rashes coming on her at times like nettle rash, since she had vaccination, her doctor said nothing and she would do nothing but scratch them until they bled. She could not rest at night or day when they were on her. It was a pity to see her. I spent a lot with doctors and could not get rid of them, so one of the neighbours told me to try Cuticura. The rashes were all over her except the face. You know they were hard like a stone first, and then they would fill with water, and then turn into a great scab. She suffered with the ailment for three years and we used Cuticura Soap and Cuticura Ointment for six months, and they did clear it. We bathed her twice a day with Cuticura Soap and we used one box of Cuticura Ointment. The doctor gave medicine for a while, but it did no good, and we left the doctor and used Cuticura, and that did even better. I am very pleased to tell you of the cure, and can recommend the Cuticura Remedies to everybody, and wish I had known about them sooner. Evan John Thomas, Penllyn Terrace, Ystrad Mynach, via Cardiff, Wales, Feb. 1, 1906."

COMPLETE TREATMENT

Complete external and internal treatment for every humour, consists of Cuticura Soap, to cleanse the skin, Ointment to heal the skin, and Pills to purify the blood. A single set is often sufficient to cure the most obstinate humours, itching, hives, rashes, and irritations, from infants to adults, and is effective from infancy to age, when all the cures fail.

Salvaged throughout the world. Depts. Australia, R. Rivers & Co., Sydney; London, Newbury, 27 Chamberlain St.; Paris, 10, Boulevard des Italiens; Peter Dus' Achterhoek, Holland; Madras, "The Great Humour Cure."

56—2

THE CONSTITUTION DREAM.

The advisers of the Dowager Empress of China seem to believe that ten to fifteen years will be ample to educate the people for a constitution on Western lines. The example of Japan has perhaps obscured the difficulties in the way of constitutional reforms. What one Oriental country has done another may do, say the optimists, and the Chinese are usually allowed to have some of the best brains in the world. But the Japanese did not gain their victory by mentality, but by self-sacrifice and adaptability. So far no other Oriental country has begun, as Japan began, with the abdication of the Emperor, so that the first division will be the easiest. The second will be the hardest, and the third will be the most difficult. The Chinese will be the last to learn, and the last to benefit. The Chief Commander of the Pei-ting-pao forms the learning ground for the entire corps of officers. Eight hundred students are educated annually in this institution. After a four years' course they take their places in the army as lieutenants. Among the teachers are five Japanese officers, and, indeed, the Japanese are in every division playing an important part in the army reorganization. But the three ex German officers have been retained in their positions in recognition of their long service to the Chinese army. This, says the writer of the article, may be positively affirmed, in spite of all statements to the contrary. The text and instruction books, both for the cadet school and for the army itself, have for the most part been adopted Japanese.

In the important question of armament, the Chief Commander of the Pei-ting-pao is endeavouring to obtain unity throughout the entire force. This object has been practically attained with the infantry, for six of the seven divisions are armed with Mauser rifles and carbines (83 million rifles). Only the first division carries at the present time the Meiji rifle of 65 millimetres calibre, which the Japanese army is now armed. The Testing Commission has, however, on the ground of the experience of the Russo-Japanese war, definitely decided in favour of the Mauser rifle, so that the first division will soon be supplied with this weapon. The Meiji rifle will then be handed over to the gendarmerie and the schools. A unified armament has not as yet been found practicable for the artillery. Side by side in some divisions old models of different origins dating back to the seventies and eighties. The chief obstacle to a uniformity of armament for the artillery is the fact that the Artillery Commission of Inquiry has not yet decided on the adoption of any particular model. The question still rests with Krupp, Cant-Schneider, and Japan. At present the following guns are to be found among the seven divisions: Twelve batteries each of six guns of 75 centimetre calibre; Krupp guns (M. 1904); ten batteries each of six guns of 7.5 centimetre calibre Schneider-Croiset guns (M. 1905); and five batteries each of six guns of 7.5 centimetre calibre Japanese field guns (M. Meiji 30).

Mr. Thomas Batchelor, a Yokohama hotel-keeper and hair-dresser, who had made a fortune and retired recently to a ranch in Canada, has been killed by an accident with a runaway horse. The late Mr. Batchelor was the first man, says the *Japan Gazette*, to introduce plate-glass windows into Japan.

NOTICE.

Advertisements respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplies for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: PRESS, Codes: A.B.C., 5th Ed.

Lieutenant.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

FOR SALE.

THREE HARDWOOD LIGHTERS, Newly built and Coppered. First class Condition. Prompt delivery. For further particulars, apply to D. S. DADY BURJOR, Care of "Daily Press," Office, Hongkong, 25th September, 1906. [1783]

CRAIGENGOWER CRICKET CLUB.

THE ANNUAL GENERAL MEETING of the Members of the above Club will be held in the Pavilion, Wong Nei Chong Recreation Ground, TO-DAY (TUESDAY), the 25th instant, at 5.30 p.m.

A. E. ASGER, Hon. Secretary, Hongkong, 25th September, 1906. [1782]

THE HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LIMITED.

DURING the TYPHOON of the 18th September, DAMAGE by Sea and/or Rain Water was sustained to some of the Cargo stored in the Company's Godowns. Owners, Consignees, and others interested are requested to INSPECT and CARE FOR their Goods, for which purpose every Assistant will be accorded by the WHARF COMPANY. EDWARD OSBORNE, Secretary.

Hongkong, 25th September, 1906. [1784]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.

THE Company's Steamship "HAI PAN," Captain J. S. Beach, will be despatched for the above Ports on or about MONDAY, 1st Oct. For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 25th September, 1906. [1785]

NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "TURRANE," Captain Lancelin, will be despatched for the above Ports on or about MONDAY, 1st Oct. For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 25th September, 1906. [1786]

NOTICE TO CONSIGNEES.

THE Steamship "PRINZ SIGISMUND," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 p.m. To-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st Oct. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 1st Oct., at 10 a.m.

All Claims must reach us before the 6th Oct., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,

MELCIERS & Co., Agents.

Hongkong, 24th September, 1906. [1787]

STOCKBROKER'S ASSOCIATION OF HONGKONG.

NOTICE.

THE SEPTEMBER SETTLEMENTS will take place on FRIDAY, the 28th instant. By Order of the Committee, E. S. JOSEPH, Hon. Secretary, Hongkong, 24th September, 1906. [1777]

NOTICE.

NOTICE IS HEREBY GIVEN that the Power of Attorney executed by the undersigned in favour of Mr. ATILIO RIGGIO of the Societa Coloniale Italiana di Canton, has been withdrawn.

POLLAK BROTHERS.

Yokohama, Japan, 4th September, 1906. [1767]

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the CITY HALL, on FRIDAY, 28th inst., at 5.30 p.m.

W. ARMSTRONG, Hon. Secretary.

Hongkong, 21st September, 1906. [1768]

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING of the MEMBERS of the above Club will be held in the Pavilion TO-MORROW (WEDNESDAY), the 26th instant, at 5.30 p.m.

By Order of the Committee,

A. R. LOWE, Secretary and Treasurer.

Hongkong, 19th September, 1906. [1745]

INTIMATIONS
HONGKONG CLUB.

NOTICE.

THE TENTH DRAWING of SIXTY-FIVE DEBENTURES of the HONGKONG CLUB (\$100 each), was held in the HONGKONG CLUB HOUSE on THURSDAY, the 29th instant, when the following DEBENTURES were DRAWN for Redemption:

64 528 755 1053 1589
97 516 784 1102 1602
110 562 807 1111 1701
149 634 879 1126 1702
255 676 923 1237 1807
303 644 947 1263 1879
344 661 948 1294 1885
383 687 967 1295 1896
442 689 972 1313 1901
446 701 1013 1330 1945
470 705 1014 1357 1951
488 712 1037 1354 1988
497 736 1055 1354 1989

and will be payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on SATURDAY, the 29th day of September, 1906, in exchange for surrender of same. By Order,

A. O'D. GOURDIN,
Acting Secretary.
Hongkong, 21st September, 1906. [1762]

SWATOW DISTRICT.

LOCAL NOTICE TO MARINERS.—No. 50.

ROCK IN APPROACH TO TONG SANG HARBOUR.

INFORMATION has been received from the Commander of H.M.M.'s Surveying Ship "WATERWITCH" that a Pinacle Rock with 13 feet over it at L.W.S. and depths of 6 to 9 fathoms, (sand) lies around, situated with the Pagoda on Pagoda Island at the entrance to Tong Sang Harbour bearing N 2° E distant 24 Miles.

Approximate position:—
Latitude 23° 42' N.
Longitude 117° 32' E.

The Bearings are as follows:—
From the rock Full Peak bears N 39° E.
From the rock Pagoda bears N 2° E distant 24 miles.

From the rock Summit of Cone Point S 62° W. A. HOLZ,
Harbour Master.

Approved:—FRANK SMITH,
Acting Commissioner of Customs.
Custom House, Swatow, 15th September, 1906. [1771]

SWATOW DISTRICT.

LOCAL NOTICE TO MARINERS.—No. 51.

BREAKERS S. W. OF NAMOA ISLAND.

INFORMATION has been received from the Commander of H.M.M.'s Surveying Ship "WATERWITCH" that during a moderate Southerly swell, breakers were observed on the sand knolls situated 3½ miles, S. 28° W. of Clipper Point, Namoa Island.*

Approximate position:—
Latitude 23° 22' N.
Longitude 116° 54' E.

A. HOLZ,
Harbour Master.

Approved:—FRANK SMITH,
Acting Commissioner of Customs.
Custom House, Swatow, 15th September, 1906. [1772]

NOTICE TO MARINERS.—No. 271 (Special).

CHINA SEA.

SHANGHAI DISTRICT.

SOUTH CHANNEL ENTRANCE TO THE YANGTZE.

Change in the positions of the Tungsha and Kiuton Light-vessels.

NOTICE IS HEREBY GIVEN that in consequence of changes having taken place in the South Channel, the Tungsha and Kiuton Light-vessels will be shifted as follows, on or about the 15th November next:—

TUNGSHA LIGHT-VESSEL will be shifted 0.6 miles S. 42° 1/2' W. from her present position and will mark the north side of the channel as at present.

KIUTON LIGHT-VESSEL will be shifted 0.45 miles N. 44° E. from her present position and will then mark the NORTH side of the channel.

CAUTION: Captains and Pilots should exercise caution on the date given for making these changes to avoid passing to the northward of the Kiuton after she is in her new position.

BEARINGS when the Light-vessels are in the new positions:—

From Fairway Bell Gas-buoy to Tungsha N. 49° 1/2' W.
From Tungsha to Fairy Wreck and Kinloch N. 57° W.
From Kinloch to S.E. Knoll Gas-buoy N. 38° W.

All bearings given are Magnetic.

T. J. ELDRIDGE,
Acting Coast Inspector.

Coast Inspector's Office, Shanghai, 15th September, 1906. [1773]

THE PUBLIC HEALTH & BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a COMMISSION has been appointed to enquire into and Report on the following matters, viz.:—

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Building Ordinance, 1903, as now carried out, is satisfactory, and, if not, what improvement can be made.

2. Whether any irregularity or corruption exists or has existed among the Officials charged with the administration of the aforesaid Regulations.

The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned.

Any person examined as a witness in the enquiry aforesaid, who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,

W. BOWEN ROWLANDS,
Secretary.
Hongkong, 7th July, 1906. [1881]

THE PUBLIC HEALTH & BUILDINGS ORDINANCE COMMISSION.

BOOKBINDING.

"DAILY PRESS" OFFICE.

The only office in China having European taught workmen equal to Home work.

IRON MERCHANTS.

SINGON & CO., Iron, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Commission Agents.

35 & 37, Hing Loeng Street (1st Street West of Central Market). Telephone No. 515.

PHOTOGRAPHER

M. MUMEYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8, Queen's Road Central.

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BANKS

THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

CAPITAL PAID-UP..... £300,000
RESERVE LIABILITY OF SHARE-HOLDERS..... £200,000
RESERVE FUND..... £975,000

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balance
On Fixed Deposits for 12 months 4 per cent
" 3 " 2½ " " 2½ "

T. P. COCHRANE,
Manager.

Hongkong, 10th May, 1906. 114

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL..... £1,500,000
SUBSCRIBED 1,250,000
PAID-UP 662,500
RESERVE FUND 135,000

BANKERS—
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance
On FIXED DEPOSITS—

For 12 months..... 4 %
" 6 " 3½ "
" 3 " 2½ "

E. ORMISTON,
Manager.

Hongkong, 29th March, 1906. 26

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL..... \$10,000,000
RESERVE FUND—
STERLING RESERVE..... \$10,000,000
SILVER RESERVE 10,250,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COUNCIL OF DIRECTORS.
A. HAUPT, Esq.—Chairman.
G. H. MEDBURST, Esq.—Deputy Chairman.
G. Balch, Esq.
E. Goetz, Esq.
Hon. Mr. W. J. GROSEN.
C. R. Lehmann, Esq.
D. M. Nissim, Esq.

CHIEF MANAGER
Hongkong—J. R. M. SMITH

ACTING MANAGER:
Shanghai—W. ADAMS CRAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. on the daily balance.

On FIXED DEPOSITS.

For 3 months 2½ per cent. per annum.
For 6 months 3½ per cent. per annum.
For 12 months 4 per cent. per annum.

H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, 17th September, 1906. 23

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP.—Sh. Taels 7,500,00

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS, BEIJING.

BRANCHES:
Berlin, Calcutta, Hankow, Peking,
Tianjin, Tsinanfu, Teingtan, Kobe,
Yokohama, Singapore.

Founded by the following Banks and
Bankers:

KÖNIGLICHEN SEEHANDLUNG (PRUSSISCHE
STAATSBANK) Berlin.

DIREKTION DER DISCONTO-
GESELLSCHAFT
DEUTSCHE BANK
S. BLEICHROEDER
BERLINER HANDELS-
GESELLSCHAFT
BANK FÜR HANDEL UND
INDUSTRIE.

ROBERT WARSCHAUER & CO.
M. A. VON ROTHRICH &
SÖHNE

Frankfurt a. M.
JACOB S. H. STEIN

NORDDEUTSCHE BANK IN HAMBURG, Hamburg.
S. AL. OPPENHEIM, JE., & CO., Köln.

DEUTSCHE HYPOTHEKEN-UND WECHSEL-
BANK, MÜNCHEN.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SON;
THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account,
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

HUGO SUTER,
Manager.

Hongkong, 1st May, 1906. 27

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI BANKING CORPORATION. Notes
may be obtained on application.

INTEREST on deposits is allowed at 3½
PER CENT. per annum.

Depositors may transfer at their option
balances \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, 30th May, 1906. 24

THE BANK OF TAIWAN LIMITED

(INCORPORATED BY SPECIAL IMPERIAL
CHARTER)

CAPITAL SUBSCRIBED..... Yen 5,000,000
CAPITAL PAID-UP 2,500,000

HEAD OFFICE—TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:
Amoy Kobe Taiwan
Anping Nagasaki Tamsui
Fuchow Osaka Tokio Yokohama
Keelung Shanghai

HONGKONG OFFICE:
3, DES VIEUX ROAD.

Interest allowed on Current Account
Deposits received on terms which may be learned
on application.

D. TOHDOW, Manager.

Hongkong, 1st July, 1906. [99]

BANKS

NEDERLANDSCHE HANDEL
MAATSCHAPPIJ.
(NETHERLANDS TRADING SOCIETY).
ESTABLISHED 1854.

PAID UP CAPITAL FL. 45,000,000 (£3,750,000).
RESERVE LIABILITY OF SHARE-HOLDERS 2500,000.
RESERVE FUND FL. 5,000,000 (£417,000).

HEAD OFFICE IN AMSTERDAM.

HEAD-AGENCY: BATAVIA.
Branches—Singapore, Penang, Shanghai,
Rangoon, Samarcand, Sourobiya, Cherboun,
Togol, Pachouang, Poceouang, Tjilatjap,
Palung, Melan (Deli), Palembang, Keta-
Rade, (Acheen), Telok-Samawa (Acheen)
Bantam.

Correspondents at Macassar, Bombay,
Colombo, Madras, Pondicherry, Calcutta,
Bangkok, Siam, Haiphong, Hanoi, Amoy,
Yokohama, Kobe, Melbourne, Sydney, New
York, San Francisco, &c.

LONDON BANKERS:—

THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.

AUTHORIZED CAPITAL..... £1,500,000
SUBSCRIBED 1,250,000
PAID-UP 662,500
RESERVE FUND 135,000

BANKERS:—

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at
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On FIXED DEPOSITS—

For 12 months 4% per annum
" 6 " 3½ "
" 3 " 2½ "

E. ORMISTON,
Manager.

Hongkong, 23rd July, 1906. [149]

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL..... \$10,000,000
RESERVE FUND—
STERLING RESERVE..... \$10,000,000
SILVER RESERVE 10,250,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

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For 6 months 3½ per cent. per annum.
For 12 months 4 per cent. per annum.

H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, 17th September, 1906. [23]

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP.—Sh. Taels 7,500,00

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS, BEIJING.

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SÖHNE

Frankfurt a. M.
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Manager.

Hongkong, 1st May, 1906. 27

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SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, 30th May, 1906. 24

THE BANK OF TAIWAN LIMITED

(INCORPORATED BY SPECIAL IMPERIAL
CHARTER)

CAPITAL SUBSCRIBED..... Yen 5,000,000
CAPITAL PAID-UP 2,500,000

HEAD OFFICE—TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:
Amoy Kobe Taiwan
Anping Nagasaki Tamsui
Fuchow Osaka Tokio Yokohama
Keelung Shanghai

HONGKONG OFFICE:
3, DES VIEUX ROAD.

Interest allowed on Current Account
Deposits received on terms which may be learned
on application.

D. TOHDOW, Manager.

Hongkong, 1st July, 1906. [99]

IN THE CAPITAL OF SOUTHERN CHINA.

The Shanghai correspondent of the Times writes:—

The first effect produced upon the mind of a traveller who revisits Canton, as I do, after an interval of nearly 20 years, is a vivid impression of the wide gulf fixed between East and West, and of the comparatively insignificant results of all our economic and political pressure upon this, the most energetic and capable people in China. Shameen, the place set apart for the residence and trade of foreigners, has greatly increased in size and number of its houses; yet it preserves all the exotic charm of shade and silence in its grass-grown streets, thrown into sharp relief by the unceasing murmur and stress of native life, on its borders, in the teeming city, and on the Pearl river. On the waterways steam and launch traffic has developed wonderfully; yet the multitude of junks and sampans thronging the river, close-packed in every creek, is greater than ever, and no wonder by what means this vast waterborne population can maintain its existence. From the Shamen Club, where Englishmen, Germans, and French sit over their dominoes and bridge, it is but a stone's throw to the greatest centre of national industry and intelligence in China, yet the narrow canal that lies between marks the frontier of systems and sympathies worlds apart. Of late years it has been the practice of the Chinese Government, four of the millions influence of the European, to locate the foreigner in the air, vague, intangible impression of movement, of unseen forces at work beneath and beyond the unchanged childishness and corruption of the established order of things visible. It would require long and careful study to identify these forces and to determine their ultimate objects—what I write to-day is only a rapid impression—but there is no possibility of doubt that in Kwang-tung, as in Chekiang and Hu-nan, the Mandarins of the old school has to face a very real struggle with the merchants and gentry, and that the stake is the maintenance of the old regime. The position of the foreigner in this struggle is not comfortable at the moment; the reactionary literati, detecting him as the promoter of education and reform, successfully divert in his direction a large measure of the popular resentment caused by new taxes and indemnities, while the rabid patriots of the Young China party have at present enough weight with the gentry and merchants to obtain the support for the policy of "China for the Chinese." Competent observers, however, see signs of a reaction; whether it come nor is far off, there is no doubt that already in this province the forces at work which represent, *inter alia*, the wealth and intelligence of the Chinese in Singapore, the wealth and intelligence of the Chinese in Hongkong, and the United States are directed chiefly towards reform of the administration. The official class may, and does, endeavour to persuade the people that the movement is anti-national or anti-foreign, but the recent history of the Huan-kan Canal Railway and the defeat of one of the most powerful Viceroys in China by the merchants' guild defines the real issue. The facts of the latter incident are known to readers of The Times; it is noteworthy that only in Kwang-tung has any Chinese money, as distinct from promissory, been actually forthcoming for the construction of railways

SHIPPING

ARRIVALS

CARL DEDERICHSEN, German str., 774, Hans Schlaifer, 24th September—Haiphong and Hoikow 23rd Sept., General and Pige—Johson & Co.
CHUNNANG, British str., 1,417, R. Cox, 24th September—Samarang 16th Sept., Sugar—Jordine, Matheson & Co.
HALLAN, French str., 377, J. Anderson, 22nd September—Pakho and Haikow 21st Sept., General—A. R. Marti.
GERBER, German str., 2,355, Ph. Kier, 24th Sep.—Shanghai 21st Sept.—Hamburg—America Line.
LYDIA, German str., 4,500, C. Meyer, 23rd Sep.—Moj 16th Sept., Coal—Siemens & Co.
MARIE, German str., 1,169, J. Petersen, 23rd September—Haiphong 20th Sept., Ballast—Johson & Co.
MATTHIAS, German str., 931, N. Schneemann, 24th Sept.—Chefoo 18th Sept., Beans and General—Johson & Co.
PRINZ ERNST, German str., 3,902, P. Griesch, 24th Sept.—Yokohama 15th Sept., Mail and General—Mölders & Co.
PRINZ ERNST, German str., 3,302, D. Lenz 21st Sept.—Sydney 1st Sept., and Manila 21st, General—Mölders & Co.
PROTEUS, Norwegian str., 1,024, N. C. Krabbe, 23rd Sept.—Bangkok 10th Sept., and Siam 22nd, Rice and General—Nippon Yusen Kaihi.
RAAGNAE, Norwegian str., 1,220, H. G. Nielsen, 23rd Sept.—Shanghai 19th Sept., Ballast—Angard, Thorssen & Co.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE
Sept. 21st.
Chipping, British str., for Tientsin—Jacob Diderichsen, German str., for Canton
Kiln, British str., for Singapore—Main, Norwegian str., for Nagasaki—Marie, German str., for Swatow—Pharao, German str., for Canton
Padar, British str., for Singapore—Rubi, British str., for Manila.

DEPARTURES

Sept. 23rd.
JOSHUA MARU, Japanese str., for Tamsui—PITSANDOK, German str., for Canton
Holma, Norwegian str., for Saigon—Sept. 24th.
CHOWEA, German str., for Canton—Coptic, British str., for San Francisco—HONGKONG, French str., for Hoikow—KEONGWA, German str., for Bangkok—MAUSANG, British str., for Sandakan—SANUKI MARU, Japanese str., for Kobe.

SHIPPIING

The German str. Carl Dederichsen reports Strong NE. wind and considerable sea.
The German str. Liberia reports: During the passage had strong easterly winds and heavy sea. From outside Waglan Island lighthouse to Lyemond passage passed 11 dead bodies, the most of them apparently Chinese.

The Norwegian str. Fjord reports: On Thursday the 26th got a typhoon at 2 a.m. lasting till midday. No damage on the ship. Met several dead bodies and a lot of wreckage. Signalled to Gap Rock and Waglan, but cable broken.

VESSELS IN DOCK

Sept. 24th.
ABERDEEN DOCKS—Quinta, Signal—KOWLOON DOCKS—Changsha, Woerlich, Sorogon, Vigilante, Ch. Herdman, Sulbury, Devaigao, Preus Waldemar, Fri. Johanne, Frangate.

COSMOPOLITAN DOCKS—Radnorshire, Strathmore.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING," Captain J. G. Spence, will be despatched for the above Ports on FRIDAY, the 28th inst., at 3 p.m., instead of as previously advertised.

For Freight, apply to

DAVID SASSON & CO., LTD., Agents, Hongkong, 20th September, 1906. (1750)

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN," Captain St. John George, will be despatched for the above Ports on SATURDAY, 29th inst., at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamer of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents, Hongkong, 6th September, 1906. (1690)

COMPAGNIE DES MESSAGERIES MARITIMES. FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, A. DEN, E. G. Y. T., MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"SALAZIE," Captain Ailland, will be despatched for MARSEILLES on TUESDAY, the 2nd October, at 11 a.m.

Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

SS. "OCIANJEN" ... 16th Oct.
SS. "TOULANE" ... 30th Oct.
SS. "TONKIN" ... 13th Nov.
SS. "ARMAND BEHIC" ... 27th Nov.
SS. "ERNEST SIMONS" ... 1st Dec.

G. de CHAMPEAUX, Agent.

Hongkong, 19th September, 1906. (2)

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION VESSEL'S NAMES FLAG & BIG BERTH CAPTAIN FOR FREIGHT APPLY TO TO BE DESPATCHED

LONDON, AMSTERDAM & ANTWERP	CYCLOPS	Brit. str.	1 m.	BUTTERFIELD & SWINE	To-day.
LONDON DIRECT VIA USUAL PORTS OF CALL	OCEANA	Brit. str.	—	P. & O. S. N. CO.	On 6th Oct., at Noon.
MARSEILLES, LONDON & ANTWERP, &c.	SOCOTRA	Brit. str.	—	P. & O. S. N. CO.	About 27th inst.
MARSEILLES, &c., VIA PORTS OF CALL	FRON	Fren. str.	—	MESSAGERIES MARITIMES	On 2nd Oct., at 1 P.M.
BREMEN, VIA PORTS OF CALL	PRINZ HEINRICH	Ger. str.	1 m.	MELCHERS & CO.	To-morrow, at Noon.
HAVRE, ROTTERDAM & LIVERPOOL	KINTUCK	Brit. str.	—	BUTTERFIELD & SWINE	On 30th inst.
HAVRE, ANTWERP & HAMBURG	SENEGAMBIA	Ger. str.	k. w.	HAMBURG-AMERICA LINE	On 10th Oct.
HAVRE, BREMEN, HAMBURG VIA STRAITS, &c.	SEVIA	Ger. str.	k. w.	HAMBURG-AMERICA LINE	On 16th Oct.
HAVRE & HAMBURG VIA STRAITS, &c.	BRISGAVIA	Ger. str.	k. w.	HAMBURG-AMERICA LINE	On 16th Nov.
COPENHAGEN, SCANDINAVIAN, &c., BALTIQUE PORTS	SITHONIA	Ger. str.	k. w.	HAMBURG-AMERICA LINE	On 20th Nov.
HAVRE, HAMBURG & HAMBURG	NICOBAR	Dan. str.	—	MELCHERS & CO.	About End of Oct.
HAMBURG	HAMBURG	Ger. str.	k. w.	HAMBURG-AMERICA LINE	On 2nd Nov.
HAMBURG	Filler	Stable	—	SANDER, WIELER & CO.	On 27th inst.
HAMBURG	Kior	Stable	—	HAMBURG-AMERICA LINE	To-day.
HAMBURG	DODWELL	Co. LTD.	—	TOYOKISEN KAISHA	About 9th Oct.
HAMBURG	SHEWAN, TOMES & CO.	—	—	TOYOKISEN KAISHA	On 16th Oct.
HAMBURG	CANADIAN PACIFIC R. CO.	—	—	TOYOKISEN KAISHA	On 27th inst., at 4 P.M.
HAMBURG	CANADIAN PACIFIC R. CO.	—	—	TOYOKISEN KAISHA	On 3rd Oct., at Noon.
HAMBURG	BUTTERFIELD & SWINE	—	—	TOYOKISEN KAISHA	On 29th inst.
HAMBURG	DODWELL & CO., LTD.	—	—	TOYOKISEN KAISHA	On 29th inst., at 4 P.M.
HAMBURG	G. V. Williams	—	—	TOYOKISEN KAISHA	Quick despatch.
HAMBURG	LENZ	St. John George	—	TOYOKISEN KAISHA	To-morrow, at 4 P.M.
HAMBURG	BRISGAVIA	—	—	TOYOKISEN KAISHA	On 29th inst., at Noon.
HAMBURG	DAPHNE	Ger. str.	1 m.	TOYOKISEN KAISHA	On 5th Oct.
HAMBURG	NILE	Ger. str.	—	TOYOKISEN KAISHA	Beginning of Oct.
HAMBURG	SIAM	Dan. str.	—	TOYOKISEN KAISHA	About 9th inst.
HAMBURG	TOUCHANE	Dut. str.	—	TOYOKISEN KAISHA	About 10th Oct.
HAMBURG	SIMLA	Brit. str.	1 m.	TOYOKISEN KAISHA	Quick despatch.
HAMBURG	KIUKIANG	Brit. str.	—	TOYOKISEN KAISHA	To-morrow.
HAMBURG	MASAN MARU	Jap. str.	k. w.	TOYOKISEN KAISHA	Quick despatch.
HAMBURG	AKASHI MARU	Jap. str.	—	TOYOKISEN KAISHA	To-morrow, at 4 P.M.
HAMBURG	HAITAN	Brit. str.	—	TOYOKISEN KAISHA	On 29th inst., at 4 P.M.
HAMBURG	TEAN	Brit. str.	—	TOYOKISEN KAISHA	On 29th inst., at 4 P.M.
HAMBURG	ZAPRO	Brit. str.	—	TOYOKISEN KAISHA	On 29th inst., at 4 P.M.
HAMBURG	RUBI	Brit. str.	—	TOYOKISEN KAISHA	On 29th inst., at 4 P.M.
HAMBURG	FOOKSANG	Brit. str.	—	TOYOKISEN KAISHA	On 29th inst., at 4 P.M.
HAMBURG	KUTSANG	Brit. str.	—	TOYOKISEN KAISHA	On 29th inst., at 4 P.M.
HAMBURG	LIGHTNING	Brit. str.	—	TOYOKISEN KAISHA	On 29th inst., at 4 P.M.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amildships. Electric Light! Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS CAPTAIN FOR SAILING DATE.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2,540	R. Rodger	Manila	On 29th Sept., NOON.
RUBI	2,540	R. Almond	Manila	On 6th Oct., NOON.

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 25th September, 1906. [15]

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY. FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST). SS. "SOUTH AMERICA" ... On 16th October.

For freight and further information apply to SHEWAN, TOMES & CO., GENERAL AGENTS.

Hongkong, 9th August, 1906. [19]

HAMBURG-AMERIKAN LINE. HOME LINE—HOMeward.

Taking Cargo at through rates to ANWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIQUE PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to ARABIAN and Persian Gulf Ports.

DESTINATION STEAMERS TO SAIL.

SHANGHAI, KOBE & YOKOHAMA BRISGAVIA ... 28th Sept.

YOKOHAMA, KOBE & KOBE *HABSBURG ... 29th Sept.

YOKOHAMA, KOBE & KOBE SEGOVIA ... Beginning of Oct.

SHANGHAI, KOBE & YOKOHAMA SITHONIA ... 14th Oct.

SHANGHAI, KOBE & YOKOHAMA C. FERD. LAEISZ ... 25th Oct.

SHANGHAI, KOBE & YOKOHAMA ANDALUSIA ... 13th Nov.

SHANGHAI, KOBE & YOKOHAMA AMBRIA ... 27th Nov.

HOME LINE—HOMeward.

Taking Cargo at through rates to ANWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIQUE PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to ARABIAN and Persian Gulf Ports.

DESTINATION STEAMERS TO SAIL.

HAVRE, ANTWERP and HAMBURG SENEGAMBIA ... On 10th Oct.

HAVRE, BREMEN and HAMBURG SUEVIA ... On 16th Oct.

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	OUT
GLASGOW and LIVERPOOL	"MENELAUS"	On 27th September.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 27th September.
HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"CYCLOPS"	On 25th September.
HARVEY, ROTTERDAM and LIVERPOOL	"KINTUCK"	On 30th September.
		* Taking cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	On 25th September.
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST		
		For Freight, apply to:

BUTTERFIELD & SWIRE,
AGENTS.

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Hongkong, 4th August, 1906.

CHINA NAVIGATION CO.
LIMITED.

STEAMERS TO SAIL

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	On 25th September.
TIENTSIN	"LIANGCHOW"	On 26th September.
NINGPO and SHANGHAI	"KUOKIANG"	On 28th September.
SHANGHAI	"YOCHOW"	On 1st October.
MARINA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 5th October.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking cargo and passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

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Hongkong, 25th September, 1906.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMSUI VIA SWATOW AND AMOY	"MASAN MARU" S. TAGAMI	SUNDAY, 30th Sept., at daylight.
+ SHANGHAI VIA SWATOW, AMOY AND FOOCHOW	"SOSHU MARU" T. TSUJYA	SUNDAY, 30th Sept., at 10 A.M.
ANPING VIA SWATOW AND AMOY	"AKASHI MARU" J. A. MERLIN	WEDNESDAY, 3rd Oct., at 10 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amenities. Unrivalled Table.

Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

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CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 DAYS ACROSS THE PACIFIC is the "EMPEROR LINE," Saving 5 to 10 days' Ocean Travel.
11 DAYS YOKOHAMA TO VANCOUVER.
18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).
TONS LEAVE HONGKONG ARRIVE VANCOUVER
"EMPEROR OF JAPAN" 6,000 " THURSDAY, 27th Sept. ... 15th Oct.
"MONTEAGLE" 6,163 " WEDNESDAY, 3rd Oct. ... 27th Oct.
"EMPEROR OF CHINA" 6,000 " THURSDAY, 25th Oct. ... 12th Nov.
"TARTAR" 4,425 " WEDNESDAY, 31st Oct. ... 24th Nov.
"EMPEROR OF INDIA" 6,000 " THURSDAY, 22nd Nov. ... 10th Dec.
"ATHENIAN" 3,882 " WEDNESDAY, 28th Nov. ... 22nd Dec.

"EMPEROR" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting with VANCOUVER with a Special Mail Express, and at Quebec with the Company's NEW PALATIAL "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22½ days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class.....via St. Lawrence £60; via New York £62.

Intermediate Steamers at 12 NOON.

"MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate

Passenger only, at Intermediate rates, affording superior accommodation for that class.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval

Military, Diplomatic and Civil Services, and to European Officials in the Service of China

and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. GRADDOCK, Acting General Agent,
Corner Pedder Street and Praya, opposite Blake Pier.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL REMARKS.

MARSEILLE, LONDON and ANWERP via SINGAPORE	SOCOTRA	About 27th September	Freight only.
PENANG, COLOMBO and PORT SAID	Capt. W. R. Hickey	September	
YOKOHAMA via SHANGHAI, NILE and MOJI and KOBE	Capt. E. P. Martin, R.N.R.	September	Passage.
SHANGHAI	Capt. F. R. Summers	October	Passage.
LONDON DIRECT via USUAL OCÉANA	Capt.	Noon, 6th October	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 20th September, 1906.

SHIPPING IN PORT.

STEAMERS.

ANDREW RICKMERS, German str., 1,920, W. Taubert, 18th Sept., Bangkok 11th Sept., General—Butterfield & Swire.

TELEMACHUS, British str., 1,340, Williamson, 2th Sept.—Saigon 4th September, General—Chinese.

TILLWONG, Dutch str., 3,061, Von Wyk Jurriaans, 17th Sept.—Macassar 10th Sept., General—Java-China-Japan Lijn.

TJUMAH, Dutch str., 2,362, N. de Brouwers, 22nd Sept.—Amoy 20th Sept., General—Java-China-Japan Lijn.

TOTOMI MARU, Japanese str., 3,462, A. Keith, 21st Sept.—Singapore 14th Sept., General—Nippon Yusen Kaisha.

VERONA, German str., 3,036, H. Deacon, 16th Sept.—New York 17th July, General—Carlitz & Co.

WAKAMATSU MARU, Japanese str., 2,778, N. Goda, 20th Sept. to 30th Sept., General—Mitai Bausa Kaisha.

WIK, German str., 2,829, H. Cartwitz, 19th Sept.—Moj 12th Sept., General—Johnson & Co.

WOOLWICH, British str., 1,845, A. Stoker, 11th Sept.—Salina Cruz 21st July—China Commercial Steamship Co.

YOSHUN, Chinese str., 1,979, J. A. Pratt, 17th Sept.—Swatow 16th Sept., General—Chinas.

Z. Y. DE ALMEIDA, Amer. str., 1,291, Xandaro Echazu, 15th June—Manila 12th June—Harrold & Co.

BUILDING VESSELS.

EQUATOR, British barque, 2,958, J. McBrady, 1st Sept.—New York 9th May, Case Oil—Standard Oil Co.

I. F. CHASMAN, American ship, 2,013, R. Bushfield, 22th August—Manila 15th Aug., Ballast—Arbuthnott, Karberg & Co.

S. P. HARRISON, Amer. ship, 2,036, E. L. Zerk, 1st Sept.—Manila 20th August, Ballast—Arnhold, Karberg & Co.

HIS BRITANNIC MAJESTY'S SHIPS
IN THE CHINA SQUADRON.

Alacrity, despatch boat, 1,700 tons 10 guns, 3,000 h.p., Comdr. E. La T. Leathem, Hongkong.

Astrea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain C. L. Vaughan-Leo, Mirs Bay.

Bramble, gunboat, 710 tons, 300 h.p., Lieut. E. C. W. Davison, Yangtsze.

Britomart, gunboat, 710 tons, 300 h.p., Lieut. W. L. Bamford, Yangtsze.

Calamus, British sloop, 1,070 tons, Comdr. H. du Caen Luard, Hongkong.

Clay, British sloop, 1,070 tons, Comdr. H. D. Wilkin, D.S.O., Shanghai.

Diadem, 1st class cruiser, 11,000 tons, 16 guns, 16,500 h.p., Capt. H. W. Savory, Waihauwei Fume, torpedo-boat destroyer, 260 tons 6 guns, 5,700 h.p., Lieut.-Comdr. Hughson, Hongkong.

Flora, 2nd class cruiser, 4,363 tons, 10 guns, 7,000 h.p., Cap. Grant Dalton, Hongkong.

Handy, torpedo-boat destroyer, 260 tons 6 guns, 4,000 h.p., Lieut.-Comdr. Cox, Waihauwei.

Hart, torpedo-boat destroyer, 260 tons 6 guns, 4,000 h.p., Lieut.-Comdr. P. Henklein, Weihaiwei.

Janus, torpedo-boat destroyer, 280 tons 6 guns, 3,800 h.p., Lt.-Comdr. D. Wall, Weihaiwei.

Kaiwo, cruiser, armoured, 9,800 tons, 14 guns, 22,000 h.p., Captain S. V. Ye Horse, Weihaiwei.

King Alfred, British cruiser, 14,000 tons, Capt. Cecil P. Thurnby, Weihaiwei.

King Alfred, British cruiser, 14,000 tons, Capt. Cecil P. Thurnby, Weihaiwei.

Kinshu, river gunboat, 384 tons, Lieut.-Comdr. P. Crabbis, Shanghai.

Montrose, river gunboat, 3,890 tons, Capt. J. A. Tuke, Weihaiwei.

Moerchen, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. Vaughan, West River.

Nightingale, river gunboat, 85 tons, 2 guns, Lieut.-Comdr. R. S. Roy, R.N., Shanghai.

Otter, torpedo-boat destroyer, 350 tons 6 guns, 6,300 h.p., Lt.-Comdr. K. J. T. S. Lyngtsze.

Tamar, receiving ship, 4,900 tons, 6 guns, Comodoro H. P. Williams, at Hongkong.

Tigal, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. G. J. T. S. Lyngtsze.

Terrible, cruiser, 14,600 tons, Capt. Ballard, Hongkong.

POST OFFICE NOTICES.

The *Pride* *Ludwig* with the German mail of the 28th August, left Singapore on Friday, the 21st inst., at 9 a.m., and may be expected here to-day, at 6 a.m.

The *Tourane*, with the French mail of the 31st Aug., left Singapore on Monday, the 24th inst., at 5 p.m., and may be expected here on or about Monday the 1st prox. This packet brings replies to letters despatched from Hongkong on the 28th July.

Mails will close subject to modification as follows:—

FOR

Singapore, Amoy and Foochow
Manila
Macao
Singapore, Penang and Calcutta
Shanghai, Macti, Kobe and Yokohama
Manila,

Haiton
Rubis
Ion
Focheng
Tidivin
Tean

Tuesday, 25th, 11.00 A.M.
Tuesday, 25th, 11.00 A.M.
Tuesday, 25th, 1.15 P.M.
Tuesday, 25th, 2.30 P.M.
Tuesday, 25th, 3.00 P.M.
Tuesday, 25th, 3.00 P.M.

Wednesday, 26th, Printed Matter and Samples
Registration
(Registration, with a fee of 10 cents, up to 10.45 A.M.)

Registration, Kowloon B.O.
No late fee
Letters
Wednesday, 26th, 11.00 A.M.

Wednesday, 26th, 1.15 P.M.

Wednesday, 26th, 2.30 P.M.

Wednesday, 26th, 3.00 P.M.